## HOW PARIS IS BUILDING HER GREAT 40-MILE UNDERGROUND

instructive object lesson in how to build a great underground rapid transit road without disturbing street traffic. Of course, an underground road is bound to be built in the near future on Manhattan

The pictures and detailed description printed on this page show exactly how New York's underground tunnel may be dug without interfering with the surface traffic on Broadway and the other avenues,



HILE New York is debating the question of a ren-mue underground railroad. Paris is building a forty-mile one.

It is being done by the city itself. It is to be operated under the

The rates of fare are to be from three to five cents. At the present moment Paris is being tunnelled from east to

west and from north to south.

Yet so skilfally is this gigantic work being carried on that traffic is not hindered. There is less disturbance than when New York's Sixth avenue horse car

The method of building these tunnels under husy city streets is really marvellone. In the first place a trench is dug on one side of the street. Traffic is for a

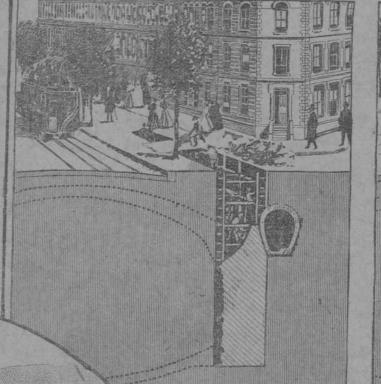
Fast work then more as let the ble truet.

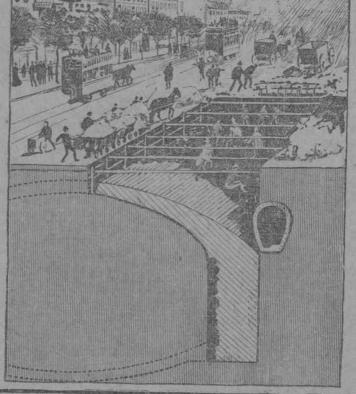
Fast work then goes on in the big treuch. A wall of masoury is built. Founda-tion stores are at its base. Its walls are of pressed concrete bricks. As it is built up toward the street level the ground is rounded up toward the middle.

It as asphalt pavement. The next step is to cover this rounded street surface with

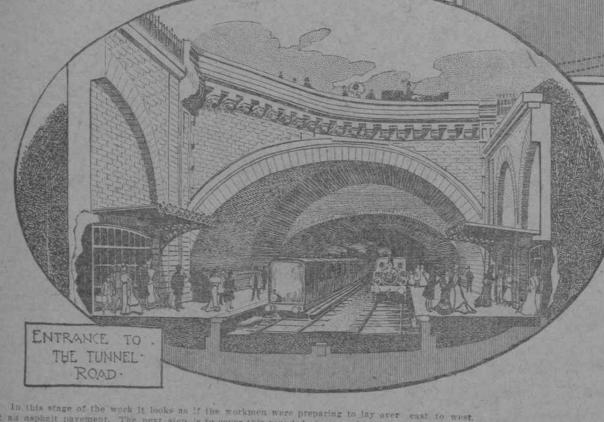
ement. Over this the compressed brick work of the side walls is extended, so as

Then this whole structure of brick work and masonry is covered with a still









A keystone is then placed in position in the centre. The final cementing process is done. The parement is then replaced. The street above assumes its

natural appearance. But underneath it is now a perfect stone arch. Then begins the work of scooping out the earth beneath it. This is done as easily as digging into the side of a sand bank. There is no danger of the street above caving in. It is held up by the completed stone arch, strong enough to resist not only the usual traffic, but the crush of falling buildings.

When the delvers underneath have re-moved the earth to the foundation of

The tunnel is then completed. It has been built as easily as putting one brick upon another in making the wall of a house. Yet the work has been done under the busiest streets of the busiest city in the world.

right under the centre of the city, from IS

It stretches seven miles from the Place de la Nation, near the eastern city wall, to the Maillot Gate of the ciry's western wall. For Paris is a walled city. What use those walls have been her sieges can tell.

This main tunnel line straight across the city is only a part of the great Metropolitan Undergraund Railroad system. With its branches reaching out north,

Then this whole structure of orick work and masonry is covered with a still different kind of cement. It is like that used to stick the edges of broken crockery together. It filters down through all the crevices between the bricks and stones. When it "sets" and dries this curving, averlapping wall is made into one solid mass as tough and strong as if it were one large, solid stone carved out and laid in position by giants. This is probably the same process by which the gigantic stones of the Pyramids of Egypt were made. Generations of people wondered how such great masses were quarried and put into position, never dreaming they were small countries. south and to every other point of the compass,, it is to form a network like a spider's These branches will not all be built by the city fiself. Many of the railroad

corporations having depots in the city are extending their lines to make junctions with the Metropolitan Road.

When all these are completed, the city government will take control of practiall the railroad lines within the city limits, having a total length of over

DELLA FOX DYING OF "THE PACE THAT KIL

1—SMALL OPENING IN SIDEWALK TO
BUILD FIRST WALL OF TUNNEL.

of the street and a similar work is done on the other side.

2—ONLY HALF OF STREET DISTURBED WHILE
FIRST HALF OF ROOF OF TUNNEL IS LAID.

3—BEGIN
OVER
on the other side. such way as express trains are now run on the elevated of New York in connec-

The gauge of all the rallroad tracks in the city will be the same. Local city rains can be switched on and off the regular trunk line tracks with perfect case, The city cars will naturally be of light weight and hauled by smaller engines than

There will be about as much difference between the local and trunk line trains as there is between New York's elevated trains and the New York Central's trains. The regular trunk line railroads that Paris is going to take into her metropolitan

system enter the city in nearly all directions.

There is the Lyons railroad, coming in from the southwest. Its old station is on the Diderot Boulevard, # wille and a quarter inside the city

limits. It is to extend its line by tunnels, to the Hotel de Ville, almost in the centre of the city. Here a junction will be made with the city underground line. The Orients Railway, which also enters Paris from the southwest on the south bank of the Seine, is now extending its line by subways. These re being built along the side walls, it only remains to my the stone or cement flooring.

The turnel is the quays of the Siene's banks to the Esplanade des Invalides, near the grounds where the great Exposition will be held next year.

3—BEGINNING WORK ON OTHER HALF OF THE ARCH OVER THE NEWLY COMPLETED SECTION.

Work is being pushed rapidly on this bra

Still another line coming into the city from the the centre of the metropolis by underground track only a mile inside the city walls. Four years ago

Observatory avenue and Romerana St. Michel as far This is just opposite the famous Luxembourg G ground depot. The walls are faced with bricks an surfaces are easily cleaned and reflect the electric This is a model underground Novia other respe-there are twenty three draught chimneys, whice klocks. While at the Medicis station there;

ours and fresh as surface atmosphere. The extension of the Sceaux line will be m sitten grounds. It will then cross the River Selr and with the Orleans road.

The North Railway and the Strasburg line of in through tunnels to the Opera House square,

All this activity among the various railroads

DAUGHTER OF THE TWO F.

This the Long Looked For Wonder That Is to Re

This is the first photograph authorized by me that has been taken of Nancy Hanks and her foal Royal, by Meddler, and is presented to the New York Journal.







MEDDLER

THE

forth and made a principal of her. That was in the early days of the success of "Wang." Doiln Fox made a great hit in "Pandjarum," and a greater hit is "The Little Trooper." And as her cial success grew in the society that recks not conventions nor warnings nor the sea marks made the shipwreeks of those who have gone before. The list of Delia Fox's admirers is a list of the hon vivants of all the narge cities of America, and ome of the capitals of Europe. Her dressing room at the theatre and her suite of apartments at the hotels were filled to suffication with flowers. Her collection of jewels is scarcely rivalled by of any other stage queen, When last in London she received a long pearl necklace worth many thousand dollars. A diamond mounted fan was passed to her over the footlights at the same time as the necklace. There was card with each and inscribed on both in the same handwriting was the word "Anonymous,"

Three seasons ago Della Fox starred in "Fleur de Lis," and two

toaled at the farm of Mr. J. Mn? For it has been the belief of American no trouble. The Summer of that year was coin Forbes, at Ponkapong, Mass. horsemen for many generations that the ad- a succession of triumphs for her. At Day a filly, who, if the fates do not disappoint, mixture of the blood of the English ther ville, Ky., August 7, 1880; Sharpsturg, Kr is destined to create a revolution in the oughbred and American trotter, in the pro- August 14; Lexington, Ky., September E

history of the American trotting horse. portion of one to three, should produce the Eminence, Ky., September 18; Shelly, Ky. This daughter of the pecriess exqueen of very cream of trotters—a world's cham- September 24; again at Lexington, October 19; Shelly, Ky. Jeff de Angelis in "A Wedding Day," This year she neaded her own company in "The Little Host;" and the trotting turf. Nancy Hanks, and that plon. The film. Nancy Hanks, is the fluest 14, she spread-eagled her fields and we been called "Finis."

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Miss Fox is the daugter of a photographer. She bred and interesting youngster now ownel quest specimen of the English thoroughbred August 13; Maysville, August 28; Lexins was born in St. Louis. She is not yet out of the charmed age of the twenties. She might have won more plaudits and life might have held shore pleasures.

But, the doctors say, she took her pleasures too unstitutely, and now the power to win plaudits is gone. The date of pleasure is ended. The doctors insist that Della Fox is dying.

It is a plain, poor, little hame with a Delia Fox left for the stage, and to which she has gone back to die. The relation of the stage, and to which she has gone back to die. The product will prove the coping stone of the rotting record of Nanry Hanks has world's record for tretters over the tract.

But the doctors say, the took her pleasures too unstituted the product with the most intense interest by ered him the flower of English runding 21, 1891, and in numerons exhibition races every horseman in this country and Europe, horses, and that the turf experts of Eag-she amply demonstrated her title to the stage and to win plaudits is gone.

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It is a plain, poor, little hame with a Della Fox left the Derby, the St. Leger and the Oaks, horse was withdrawn from training on ingal comers, sie was prepared for a part of the stage, and to which she has gone back to die. The left of the local country produced the winners of fact that, according to turf custom, the win a pot of money over her. After definition or being the product will prove the coping stone of the trotting record of Nanry Hanks has world's record for tretters over the track.

But the day and interesting youngster now ownel quest of the English runding is the mass to this fact to the sounds. The first weet bridge is not yet out of the sounds of the fact "Squire" Abundancy is and October 18, and the sountry. His former ton, August 22, and October 18, and the sou

tever been equalled. She never lost race in the days when she was on the

NANCY

AND . H

Her product will prove the coping stone of The trotting record of Nancy Hanks has world's record for trotters over the trace

